#### FLORENCE.

A TRANSLATION OF SIGNOR VILLARI'S · HISTORY.

THE TWO FIRST CENTURIES OF FLOREN-TINE HISTORY. The Republic and Parties at the Time of Dante. By Professor Pasquale Vil-iarl. Translated by Linda Villari. Illustrated. Pp. xvi., 365. Imported by Charles Scribner's Sons.

This book might well have been entitled, "The Rise of the Florentine Republic." For the author finishes his task at the point where the power of Florence seems greatest, but where signs of decay are already to be seen. When the little Commonwealth produced Dante, it did its best. The years had wrought in the spirit of Florence and of all Italy." The change was the better for the world, but it could hardly have seemed like an improvement to those hardy and virtuous Florenvas when Florentines ceased to be municipal or national and became cosmopolitan that the fortdecay of the town, were neither, perhaps, the cause of the other, but they were due to identical causes in the past. Signor Villari, while he enters deeply into the discussion of authorities and the peril scattered to the hills or sought refuge in the cient town of Fiesole, and then returned with peace to the pleasant valley of the Arno. One reads again the story of every ancient Italian city lages and the gradual annexation of the weaker ones by that particular organism which, through some accident, contained the stubbornest fighting clans. Finally comes the long struggle between gether that each must claim the same territory and the war between them can only end in the ment, of the weaker party. The story of Rome every great town in Italy. After the destruction of the first rival, the victorious city proceeds to was impossible. They were too well matched in physical prowess, in military genius, in aptitude for gathering wealth. They inherited equally the culture and traditions of the past, and they were et impera," which was the wisdom of Rome and

All these things might have happened with no change in the population of the country. But, as curred, and thereby hangs a tale of learned disthe newer people who found their way into Italy Teutons, and the modern Teuton is very loath to acknowledge that the institutions of any country which his ancestors once dominated can important usage among those who were the descendants of Roman citizens. It is certain that law which they ill understood. But toward each er they acted unconsciously and instinctively in accordance with precepts which had become perited from the Roman Empire. The people could not have told them, even had they wished to do so, the reason for many things that they did. It would have been easier to extirpate the Latins altogether than to have deprived them of their individuality or eradicated the customs to which they clung without knowing why. But the very fact that the places where the Longobard supremacy lasted longest were the latest to take up the usages of other cities, while, nevertheless, when their evolution did come to light, it folthe impulse of growth was given from within and not from without-that is to say, it was Latin and not German. To the comparative antiquity of the Republic of Amalfi, which flourished under the mild Byzantine rule, Signor Villari attributes the tradition that the Roman Pandects were preserved there. The legend of the transfer of these to Pisa amounted simply to saying that Pisa had begun her development in harmony with ancient tradition. The new life of the cities of Southern Italy began as early as the seventh century. There was no German tradition among them, and no one has ever been preposterous enough to suggest the influence of the Eastern Empire. What the Empire did was to give the cities an opportunity to expand according to their own internal

principle of organization. The history of that central fact of mediaevalism, the Italian Commune, is largely a narrative of the struggie between the Latin and German races. Therefore Signor Villari asks pertinently: "If Latin civilization had been utterly destroyed, how came it that the dead could rise again to combat the living?" And he sums up the results of the conflict by saying that, "whenever by the force of things, and by long intercourse, conquerors and conquered come into closer contact, the barbarians are unavoidably driven to make large concessions to the Latin civilization, which even when apparently extinguished is always found to have life. How explain otherwise the gradual yielding of Longobard law to the pressure of Roman law; how explain the new species of code that gradually took shape, and was styled by Cappont an almost Roman edifice built upon Germanic foundations?" In politics the conquerors did not need the conquered. But when it came to building and to affairs of trade, then these rough soldiers, who had left the skilled artisans of their own race behind them, had to seek help of the Latins. The latter still kept up the semblance, at least, of their ancient organizations, the scholae, and thus they had ready made, not the mediaeval guild, but the social form to which all the improvements of the guild could be attached as soon as they were invented. "It was in this way," adds Signor Villari, "that the ancient scholae, or associations of craftsmen, continued to survive throughout the Middle Ages, as we know to have been the case with the Magistri Comacini, the Como Masons, to whose skill the conquering race had frequent recourse." These associations kept the thread of the old civilization unbroken. The result was that wherever a new community was formed the working of its parts was already provided for. They fitted together from the outset as if they had been made for each other, and the unconscious legislative processes of the people who had been crowded together by the stress of war, perhaps, or by some other accident of life, were at once taken in hand by the men who directed the affairs of the separate associations. The fact was that a man could not be without definable affiliations, social and business-like, in Italy. The Teutonic individualism was incomprehensible to the Latin. But the affiliations were a matter of age-long habit, an inheritance

from many ancestors, and they were accepted

without an effort to realize their meaning. This may well be the reason why the exact origin of the commune can never be fixed in the history of any Italian city. The citizens acted together as

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Best teachers. if they were a commune long before they thought character of their political organization, or confessedly used it in law-making and the choice of magistrates, in waging war or making

associations and of the combination of these Nfor mutual protection, or of their dissensions the earliest struggles were between the people this rule, for the nobles really formed a union of which war was the trade. If the convenience these predatory landholders and tower-builders could have been brought into harmony with the of law who lived in the town, there would have been no war with them. The rule of the city was to fight for business and to make peace at a nethod was the same in those years where even the keen vision of Signor Villari has failed to penetrate the obscurity of the old annals. Freedom was not the object of war. But it proved to modern sense, that is, of the individual, it was the liberty of the city as a whole from external domination. Of individual liberty, neither the mediaeval Florentine nor any other mediaeval for the liberty of his city, then for that of the to fear from nobles she fell into the clutches of from equal rights as they had been under Longobard dukes and Frankish counts. "The title of citizens always remained, as it were, a privilege very limited in number, sank to a still smaller was a fatal defect in the training of the peop they could evolve a modern state out of their mediaeval commune. Life had to unknit itself. The burgher-oligarchy was supplanted by a monarchy which alternated with something like anarchy. But such was the commercial aptitude, the statesmanship, the artistic skill of the Florentines, that they prospered, and furnished all Europe with diplomatists and beautified their city amid all the vagaries of their politics.

The illustrations of this volume help the reader to realize what the people did for their city. The narrative is remarkably well connected, in view of the fact that it is made up of pieces written at various times by the learned author. translation is readable, though an Italian idiom sometimes strikes one forcibly in the midst of English otherwise unexceptionable.

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BUSINESS AT THE EXCHANGES. The real estate auction masket yesterday presented few special features. Out of twelve offerings only one was adjourned. There was a large attendance when William Kennelly offered under fore esure a three-story frame dwelling in Bainbridge-ve., southeast corner of One-hundred-and-eighty-

on the transaction.

Is M. Jenks has sold at about \$5.99 the lots if the southwast corner of Manhattan-ave, e-hundred-and-thirteenth-st.

J. Ward & Co. have sold for Bacon & Jones U. Brawnes of Brawnes's Hotel, Baltimore, se, good-will and furniture of the Brower at Broadway and Twenty-sighth-st. Bacon & became the owners of the Brower House few marths are.

REAL ESTATE TRANSFERS. 161 East; Henry Thompson, referee,

432 same map same to Louis Raser. district 200 fr of 21 ave 2 atom 5. Amenda Douglas to John S Amenda Sat same property. John S Amenda wife

R Douglas to John S Ames and wife Cathest, same property John S Ames and wife to Fordinand Sultiseger 178 for of Kineshridge Road, 25x100: Mary Calietten to Directive Collarant, Pollam ave. a w came Publishes 25x413.1x 25x147.11 Hernard Halpin and wife to Mary A Broderick

RECORDED MORTGAGES. Altken, Charles M, to 23d Ward Land Improve-ment Co. Let 800 map Section A, Vyne estate, Aithen, Charles Al, hard Section A. Vyne estate, ment Co. lot 400 map Section A. Vyne estate, A verts Romaine, and wife to the Matual Lafe Insurance Co of New York, w. s. St. Nicholaszove 126,7 tt n. of 111st st. 2 years.

Rraender Philip, to Eliza R. Knapp, s. s. 101st st. 257,2 ft e. of Amsteedam ave, runs irregular to n. s. 100st, t. 2 years.

Ames, John S. te Amanda R Douglas, n. s. 13th st. 250, ft e. of 24 ste. 3 years.

Banhalin, Heinrich D. A., and wife to Henry Turnd, s. 117th st. 194 ft e. of 18 save, 6 months.

Broderick, Mary A. to Berrard Halpin, s. w corner belham and Futten aven 1 year.

Cleverdon, Robert N. and another to Serial Building, Loan and Savings Institution, Beryest, n. s. 250 ft w of Antheny ave, and other property, instalments.

Live and American are, and consequences, the taments are the second at William K. to F J Middlebrook, a s 19th-st, 256.5 ft w. of 5th ave. I sear.

Flynn, John, to Jacob Stern, s = 114th-st, 125 ft w. of Henterself 5 berrs, supplied Schneittacher, No. 2,750, 3th-ave. 3 years.

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e s Creston ave. G2.11 ff. in of Weilerley St. overs

Salberg, Meta, in Genrietta Lippanan, w. s. Altorney at, 75 ff. s. Hounton et, 3 years.

Salbe to Clemens Mulle, w. s. Attorney at, 145 ff. s. of Hounton et, 2 years.

Spear, Charles, to Markayet M. Spear, No. 529 Hudson et, 4 years.

Shubliner, David, to Sigmund Gottlieb, s. s. 100m et, 175 ff. w. of Elton ave. demand.

Scubbe, Edward M. to Anna J. Wood, w. s. Colombus-ave, 50.5 ff. s. of 197th et, 5 years.

Toye, Patrick J. to 23d Ward Land Improvement Co. lot 498, map of section A. Vyse extate, 1 year.

Co. lot 408, map of section A, Vyse estate, I year
Titus, Henry P, and another to Take Guarantee and Trust Co. n we corner Front and Gouverneur stg, 2 years we corner from the Co. lot 187 and 189 Grandest, 4 years.
Wilson, Alexander, to 23d Ward Lami Improvement Co. lot 453, map of section A, Vyse estate, 3 years.
Van Buren, Minnie, and another to Jacob Bookman, n s 165d-at, 285 ft e of Amsterdam-ave, 2 mortgages, 3 and 5 years.

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J. L. ADAMS, G. E. A. F. R. L. WALKER, Agt. O. S.
C. & P. R. R. 332 Eway, S. CO., new pier, 35 N. R.
G. M. SORREL, Manager.

Bailreads. "AMERIC"'S CREATEST RAILROAD."

# NEWYORK

From Grant Central Station, 42d Street.

S:30 A. M.—Except Sunday. Empire State Express.

9:30 A. M. Daily. Locat to Buffalo.

9:30 A. M. Daily. Gradity.

10:30 A. M. Except Sunday. Day Express. For all important State points.

1:00 F. M.—Daily. Southeastern Limited, for Cincin
1:00 F. M.—Daily. Southeastern Limited, for Cincin
1:00 F. M.—Daily. For Sunday. West Foint, Poughkeepsie,

Alkany, Troy. Saratoga.

4:30 P. M. Daily except Sunday. Montreal.

8:30 A. M. Daily except Sunday. Montreal.

8:40 A. M. Daily for Albany. Montreal.

8:40 A. Niagara Palls, Cleveland, Indianapolis, St. Louis, Chicago.

10:00 P. M.—Daily. Only Siceping Car passengers for Rochester carried on this train.

10:15 P. M.—Daily. For Clayton, Cape Vincent, Ogdensburg, Cleveland, Derroit, Chicago.

12:05 Night.—Except Sunday night. For Albany, Troy, Buffalo, Niagara Falls, Chicago.

10:04 A. M. and 3:358 P. M.—Daily, except Sunday, to Pittsfield, via Harlem Division.

Wayner Palace Cars on all through trains, Trains illuminated by Pintsch Light;
Tickets and Wagner offices at Grand Central Station, 113, 261, 413, 785 Broadway; 31 East 14th-st., Lincoln Building, 1942 Broadway; 235 Columbus-ave., 32 West 125th-st. and 138tb-st. Station, New-York; 338 and 726 Fulton-st and 74 Broadway; E. D., Brooklyn.

Baggage checked from hotel or residence by the Westcott Express Company.

JOHN M. TOUCEY.

General Manager,

Gen. Passenger Agent.

Bailroads.

to Pittsburg. Connects for Chicago Gaily.

Iand and Toledo, except Saturday.

8, 8.30, 9, 10.10 (Dining Car), 11 A.M., 2, 10 (3:29, "Congressional Lire," all Parlor and Dining Cars, 3, 29
(Dining Car), 4.30 (Dining Car), 5 (Dining Car), 9 P. M.

12.15 night. Sunday, 8.30, 9 A.M. 3:29, "Congressional Lim", all Parlor and Dining Cars), 3:29 (Dining Car), 4.30, 5 (Dining Car), 9 P. M., 42.15 night.

SOUTHERN RAILWAY EXPRESS, 3:20 P. M., daily Sleepers to Augusta, Jacksonville and Tampa; 4.30

P. M. daily Sleepers to Hot Springs, Memphis and New.

Orleans, 12.15 night, daily, Sleepers to Montgomery and Jacksonville. HESAPEAKE & OHIO RAH, WAY, Express 5.00 P. L Charles Route, S.A. M. Week-days, and,
Sieeper, S.P. M. daily.
Sieeper, S.P. M. daily.
FOR ATLANTIC CITY AND CAPE MAY, 1.00 P. M. weekdays, Through Buffet Parlor Car to Atlantic City.
For Leng Branch, Asbury Park, Ocean Grove and Point
For Leng Branch, Asbury Park, Ocean Grove and Point
Pleasant, 9.10 A. M., 1210, 3.40, 5.10 and 11.50 P. M.,
Pleasant, 9.10 A. M., 255 P. M.

FOR LAKEWOOD,

need, 4:30, 8:14.

For Atlantic City, Cape May,
For Atlantic City, Cape May,
4:30 A. M., 1:45 P. M.

For Mommuth Beach, Scabright and Highlands of
For Mommuth Beach, Scabright and Highlands of
Navesink, 4:30, 8:15, 11:30 A. M., 1:30, 1:45, 4:15, 4:40

Caredays, 5:00 A. M., 4:09 P. M.

TO PHILADELPHIA, BALTIMORE AND WASHING.

LEHIGH VALLEY RAILROAD.

ALO, NIAGARA PALLS, SUSPENSION BRIDGE, and he Weet, and principal and local points; dining-car to uspension Eridee. Pullman Vestibule Sleeper to Chicago. I 1:10 A. M., daily for MAYCH CHUNK and interaction points, connections for Reading and Harrisburg I 1:00 P. M. daily, except Sunday, for ELMIRA and all stermediate stations, connections for Pottaville and Read-

nediate stations.

9:800 P. M. daily for THIACA. GENEVA. ROCHENTER. RUFFALO, NIAGARA FALLS, and all points
West. Pullman Sleepers to Chicago and Buffalo. Chair
car to Wilkesb. to.

Tickets and Pullman accommodations at 225. 261, 944
and 1.223 Broadway. 143 Bowers, 31 East 14th St., 154
East 125th St. N. V. Sch Fulton St., 4 Court St., 95
Broadway and Brooklyn Annex, Brooklyn, N. Y.
The N. Y. Teansfer Co. will call for and check baggage
from hotel or residence through to destination. ERIE LINES.

Through trains for Chicago and the West leave Newyork, foot of Chemhers-sk, dady, as follows, and five
minutes earlier from West 25d-st,
9:15 a. M.-Voarthelied Express for Waverly, Binglamina, Elmina, Edmisa, Braddord and Salamanca, Earlor car to Buffalo,
3:00 p. M.-Vestibule Limited. Solid train for Chicago via Chautauqua Lake, arrives Cleveland
cago via Chautauqua Lake, arrives Cleveland
cago. Cleveland and Cinchunatt. Dining Car.
6:30 p. M.-Buffalo Vestibuled Express, arrives Buffalo
a. M., making direct connections for Detroit,
chicago and the West. Buffalo passengers cal
remain in steeper until 8 A. M.
8:45 p. M.-Via Chantauqua Lake and Niagara Falls.
Solid train to Chicago. Siespers to Buffalo, Chicago and Cinchunatt. Ditting Car.
LOCAL TIME TABLE. ICKETS AND PULLMAN
Laccommodations at 11; 26; 401 and 567 Broadway, 186
East 125th-st. Chambers and West 25d-st. ferries, NewYork; 333 Pulton-st., Brooking 200 Hudson-st., Hoboken,
and Jersey City Station. Erle Transfer Company calls for
and checks baggage from hotels and residences to destination.

DEL., LACKAWANNA AND WESTERN R. R. Stations in New-York foot of Barciny and Vestions in New-York foot of Barciny and Vesting in New York foot of Barciny and Vesting in New York foot of Barciny and Ridge, Madison, Mortistown, Passaic, Paterson, Barton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATONG, Hackettstawn, SCHOOLEY'S MOUNTAIN, Washinston, PHILIAIPSBURG, PASTON, WATER GAP, STROUDSBURG, Pocone Mountains, SCRANTON, PHILIAIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocone Mountains, SCRANTON, PHILIAIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocone Mountains, SCRANTON, PHILIAIPSBURG, PASTON, WATER GAP, STROUDSBURG, POCONE MANTIONER, BUNGHAMTON, ONFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, 68-WEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST AND SOUTHWEST.

7.29 A. M.—BUFFALO, SCRANTON, BINGHAMTON, UTICA, RICHFIELD SPRINGS, SYRACUSE and OSWEGO EXPRESS, Pullman Buffet Parlor Cars connect at Buffalo with train for Chicago, arriving 9.29 p. M.—SCRANTON, BINGHAMTON and ELMIRA EXPRESS, Pullman parlor cars.

7.39 P. M. (Daily)—BURFALO, SCRANTON, BINGHAMTON, ELMIRA, BUPFALO, Pullman Buffet Siceping Car, Connects at Buffalo with train for Chicago, arriving at 9.25 p. m. next day.

9.29 P. M. (Daily)—BURFALO, SCRANTON, BINGHAMTON, UTICA, SYRACUSE and OSWEGO EXPRESS.

Buffale with train for cheage, arriving at 1933 penert display—BUFFALO, SCRANTON, BINGHAMTON, UTICA, SYRACUSE and OSWEGO EXPRESS.
Pullmag Buffet Sleepors.
TICKEFR AND PULLMAN ACCOMMODATIONS at 73
MUTTAY-81, and 429 Broadway. Tickets at ferry stations,
785, and 942 Broadway, 33 West 125(hest., 23) Columbiance. New-York, 338 and 720 Fulturest, and 74 Broadway.
Resolive. Time tables, giving full information, at all
various. WESTCOTT EXPRESS COMPANY will call for and

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BALTIMORE AND OHIO R. R.
First Express Trains to
Britimore, Washington, Chicago, Cincinnati,
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PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York foot of Liberty-St., daily for CHiCAGO, 130 p. m. and 12:15 right. For PITTSBURG,
1:30 p. m., 12:15 night. For PITTSBURG,
1:30 p. m., 12:15 night. For PITTSBURG,
1:30 p. m., 6:00 p. m. For WASHINOTON, BALTIMORE, 9:00 a. m. (11:30 s. m. Dining Car), 1:30 (3:30
p. m., ex. Sunday), 6:00 p. m. Dining Car), 1:30 (3:30
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